

CLASSIFICATION **CONFIDENTIAL**  
 CENTRAL INTELLIGENCE AGENCY  
 INFORMATION REPORT

REPORT NO.  25X1  
 CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 12 February 1951

SUBJECT Investigation of the Transportation Situation

NO. OF PAGES 2 25X1

PLACE  
ACQUIRED  
DATE OF  
INFO.

NO. OF ENG  
(LISTED BELOW)

SUPPLEMEN  
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT 50 U.S.C. 32 AND OR AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

1. There was no large-scale concentration of flatcars or heavy-duty flatcars in the Halle, Erfurt and Magdeburg railroad districts during the second half of December 1950. Such an assembly of flatcars would become known at the Operations Department. (1)
2. The reserve locomotives in Ruednitz, Beeskow, Ducherow and Strasburg/Uckermark were still being kept cold at their collection points. Locomotive Columns No 2, 4, 5 and 8 in Frankfurt/Oder and 10 in Cottbus were not alerted. All the locomotive columns, particularly Locomotive Column No 8 in Frankfurt/Oder, suffered from insufficient repairs made in the locomotive repair shops. Fractured piston rods and cylinders were frequent. (2)
3. The unfounded information on the alleged concentration of flatcars and heavy-duty flatcars may be attributed to the following:
  - a. Preparations for employment of almost all heavy-duty flatcars, but no concentration of these cars, were ordered by the SCC for the entire zone. No special areas for possible future concentration of the cars have been designated. The heavy-duty flatcars were to be used not for military purposes, but for the shipment of heavy transformers to the U.S.S.R. (3)
  - b. Since December 1950, an unusually large number of new 90-ton flatcars were dispatched to Poland by order of the SCC without being given their proper acceptance papers and markings. Since the Polish railroad authorities refused to let these cars pass through Poland, as they were considered unfit for transit operations due to their lack of proper papers, the Directorate General Railroads sent out officials to prepare the papers and place the necessary inscriptions on the cars. (3)

In none of these cases were large-scale operations involved. (4)

- Comments.
- (1) This agrees with information covering a period of up to 26 December  25X1
  - (2) Compare with observations  on the reserve locomotives 25X1

STATE		#	NAVY	NSRB	DISTRIBUTION	
ARMY	#	X	AIR	#	X	FBI

CENTRAL INTELLIGENCE AGENCY

-2-

25X1

kept in Frankfurt/Oder, Beeskow, Uckro, Ruednitz, Ducherow and Strasburg.  
This information covers a period ending 30 December 1950.

25X1

(3) No confirmatory information is available.  
(4)

25X1

CONFIDENTIAL  
SECRET